Andy Frost has announced that he is to convert his Red Victor 2 Vauxhall into a Pro Mod. The car, which has happily run sevens and over 190 mph on pump gas, will remain street-legal.

It's going to be a bit of a long term project, unless of course I can get some outside funding to speed up the process!, says Frosty. I did toy with the idea of using an American body but having spent twenty seven years with the Vauxhall it's hard to go away from it. With advice from Jon Webster on the body shape and length we've been able to keep the current car, albeit slightly modified.
{gallery}RV1/PROMOD{/gallery}

Power will come from my current engine, which makes over 2200 hp on pump gas, which we will modify with parts from Knight Racing Services. The Holset turbos which have served us so well will be replaced by bigger AET Turbo-supplied twin 91 mm Garrett turbos. The car will be dual fuelled (methanol for racing and petrol for the street with help from Aeromotive and with tuning help from Injector Dynamics and ST Consulting. There will also be a Neal Chance converter in the car, whether it's an auto or a Lenco! The side skirts and front spoiler will be removable for the street. Almost everything on the car will be new as current European Pro Mod regs don't allow non fully floating axles, auto transmissions, 15 wheels etc.
We have now secured a donor car and panels from various sources and will be starting the cutting, raking, chopping, lengthening and lowering etc within the next monthThis will be handled by Wayne Allman at the Intergalactic Custom shop. Once the body is finished the mould will be handled by Dale at DRE Glassfibre and will be a mix of glass and carbon components. Paint will once again be applied by Curbishley Automotive, the rolling chassis and tech advice will be ably handled by Jon Webster at Webster Race Engineering, whilst the turbo fabrication will be handled once again by Nigel at Altiss Engineering. Hutch Transmissions will be giving us advice if we have to go to a Lenco (I don't want to for obvious reasons!). Mickey Thompson will be supplying their latest 16 beadlock rear wheels and matching front wheels. Of course we'll be on the MT tyre.

I have had this idea for a while now but work and racing commitments with the current car have kept the idea on the back burner. Now, along with my current sponsors which include Mickey Thompson Tires, Injector Dynamics, ST Consulting, Wilson Manifolds, VFN Fiberglass, Electromotive, DEI, VP Fuels, Neal Chance Racing Converters, Aeromotive Inc, Mick Gould Commercials, Nimbus Motorsports, Knight Racing Services, Webster Race Engineering, LA Racing Parts and Kustom Consulting Ltd, I feel the time is right to start on the new project. We feel that the European Pro Mod class will offer us even more publicity than we have had already (which is a lot!) and it'll bring the brands we represent some more welcome exposure. We also think that entering Pro Mod with a street-legal car will bring a new dimension to the class,

particularly as we want to be in the mix so to speak. I would also one day like to go to the Orlando World Street Nationals with a car which could at least qualify and go a couple of rounds. With this car I think we can at least enter Pro Mod and go to Orlando and open some eyes to what the team is and has been about..

I have to thank Craig Berry for the new vision of the car which was photoshopped in one evening!